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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: F-2004-191

Datum účinnosti: 1. ledna 2005

ATR

ATR42-200, -300, -320, -400, -500


Tento PZZ je vydáván pro výrobek transferovaný pod působnost EASA

Na základě rozhodnutí EASA je následující Příkaz k zachování letové způsobilosti závazný pro všechny výrobky provozované v EU na které se daný PZZ vztahuje.

Provedení PZZ, který se vztahuje podle typu a výrobního čísla na výrobek je pro provozovatele/vlastníka letadla zapsaného do leteckého rejstříku závazné. Neprovedením PZZ ve stanoveném termínu dojde ke ztrátě letové způsobilosti výrobku.

Poznámky:

- Provedení tohoto PZZ musí být zapsáno do provozní dokumentace letadla.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická.
- Pokud to vyžaduje povaha tohoto PZZ, musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.

 Direction générale de l'aviation civile France GSAC publication	AIRWORTHINESS DIRECTIVE No F-2004-191	Distribution: B	Issue date: December 22, 2004	Page : 1/2
	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: None		
Person in charge of airworthiness: ATR		Type(s): ATR 42 aircraft		
Type certificate(s) No. 176 TCDS No 176				
ATA chapter: 57	Subject: Wings - Outer wing boxes - Upper skin and ribs			

1. EFFECTIVITY:

ATR 42-200, -300, -320, -400 and -500 aircraft models, all serial numbers, having accumulated more than 4000 flight cycles at the effective date of this Airworthiness Directive (AD).

2. REASONS:

Cracking damage have been detected on the wing of an ATR 42-300 in-service aircraft. These damage were located at upper feet of ribs and upper surface skin of wing outer boxes.

If not detected and corrected in a timely manner, these damage could adversely affect the structural integrity of the aircraft.

The actions mandated by the AD are intended to inspect the remaining ATR 42 fleet, to identify other possible similar cases of cracks.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures are rendered mandatory from the effective date of this AD :


3.1. Before 3 months, perform an external detailed visual inspection (DVI) of outer boxes upper skin, on the right and left wing from rib 24 to rib 29 according to Service Bulletin (SB) ATR 42-57-0064 Part A.

3.2. According to the result of the inspection required by § 3.1:

3.2.1. If no damage is detected : before July 31, 2005, perform an internal inspection of rib feet from rib 24 to rib 29 according to SB ATR 42-57-0064 Part B, and send inspection results to ATR.

3.2.2. If damage is found: **before the next flight**, perform an internal inspection of rib feet from rib 24 to rib 29 according to SB ATR 42-57-0064 Part B and send inspection results to ATR.

3.3. If damage(s) is (are) found after completion of the internal inspections required by § 3.2.1 and § 3.2.2, it is necessary **before next flight**, to repair using an approval solution.

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4. REFERENCE PUBLICATION:

Service Bulletin ATR 42-57-0064
(Any further approved revision of this SB is acceptable).

5. EFFECTIVE DATE:

January 01, 2005.

6. REMARK:

For questions concerning the technical contents of this AD's requirements, contact:
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7. APPROVAL:

This AD is approved under EASA reference No 2004-12117 dated December 13, 2004.